## ADDITIONAL FROM THE COAST.

WRECKS ON THE JERSEY SHORE. THE SCHOONERS MARY NIEE AND ECRO ASHORE AT LONG BEACH—LOSS OF LIFE—HAIRBREADTH ES-CAPES FROM DEATH—FURTHER PARTICULARS RELATIVE TO THE BARK DUKE OF BRAGANZA, THE BRIG KONG THRYN AND THE SCHOONER PACIFIC, ETC., ETC.

The gales of Saturday, the 5th, and Saturday, the 12th inst., were severely felt by the coasters along the south ern coast of New Jersey. Five vessels are now ashere at Long Beach, and all of them will prove a total loss. The weather was never more severe, and in the memory of the oldest inhabitants two such fearful storms never be fore visited this coast. The beach for twenty mile above and below this village is one wild scene of distress and the utter destruction of value de property presente to the gaze of the visiter is heart-sickening indeed.

As the public would probably like to hear the news

THE SCHOONER MARY NILE. This vessel commanded by Captain Edward Low, and belonging to York, Maine, sailed from Norfolk, Virginia, on the 5th inst., bound for New York with a cargo of corn and sweet potatoes. On leaving Hampton Roads, the snow storm, which fell here with such violence, overtook them, and they were obliged to delay their departure for sea until the storm subsided. On getting out to sea, the strong northwest gales caught them, and drove them out about 150 miles. The gale was attended with the ost intense cold, and so full was the vessel with ice that the Captain was obliged to let her go before the wind with a lashed wheel. All hands were compelled to seep beneath the hatches for fear of being frozen to death, and storm of Tuesday and Wednesday last abated. As soon as the weather became fair, again Capt. Low put his vess for shore, and on the evening of the 12th inst. Barnegal lighthouse hove in sight. At this time the eastern bori zon was clouded, and it was apparent to all that a store from that quarter was brewing. At sunset the wind began to blow in squalls, accompanied with rain, and at nine o'clock it had increased to a heavy gale. The schooner was then kept off shore, and an attempt was made to gain sea room; but, as the sequel will show, the effort was a vain one. Captain Low, not having much experience along this coast, mistook the Barnegat light for one of the Sandy Hook ones, and at first felt himself perfectly safe, thinking he could easily get into the Horseshoe; but as the gale began to increase to violence and as the rear of the breakers on shore became more and more audible, the danger of his position led h believe that he had been sorely mistaken. At elever o'clock the mate and seamen—two in number—assem clared that they were on a lee shore of the most dange ous nature, and that in less than an hour they would he dashed among the breakers. Still, as long as there was life there was hope, and it was determined to make another effort to save the vessel and the lives of all on board. A balance mainsail was put up, and in the twinkling of an eye the craft was buri-d in the sea, and to be lowered. The last resort-a fearful one-beaching the vessel, was then decided upon. Accordingly the helm was put up, and, with a "God save us" from the crew, the tiny craft was swept as if by an avalanche, upon the crest of breakers and dashed upon the outer bar amidst the roaring and hissing of the mad waters the vessel received did not part her assunder, and as the masts were left standing, they sought refuge in the rigging. Sea after sea poured in upon them and drenched them even when elevated from the deck to the height of fifty feet. The crosstrees were sought; but even here the snow-capped breakers in awful sublimity reached the unfortunate sufferers, and it was not until several hours elapsed that the tide sufficiently receded to admit of the sesmen destending to the deck. Here, for four hours, they endured all the privations and agonizing suspense that could fall to the lot of men. The night was a bitter cold one, and it was with the greatest difficulty that the sufferers could hold on to the rigging until the proper moment arrived for their release. At four o'clock the attempt to land was successfully made, and shivering with the cold and enca-ed in ice, the poor fellows made the best of their way to the sand hills in search of some human habitation where assistance could be rendered beach for some bours without discovering any place where triendly aid could be rendered them. At last one of the party came upon an empty house, and the joyful news being communicated to the the men (the cook) having a few matches in his pocket, some brushwood and dry grass were ling within the cabin. Half famished with the cold and hunger, they clustered around the burning pile, and led, after a great deal of exertion, in getting then selves sufficiently revived to wander shout in search of s about daylight, and here the poor mariners found warm fireplace and a hearty welcome from the proprie tor. Although Mr. Inman's dwelling was nearly oppsite the spot where the schooner went ashore, still th discovered until the morn of Sunday had dawned. A an early hour in the morning Capt. Edward Jennings. the wreckmaster, discovering the situation of th Mary Nile proceeded with a gang of men to her assist and crew had been saved, as previously stated. The ves sel now lies broadside on the beach, bilged and full of water. She is deeply embedded in the sand, and is a few weeks will, unless got off, be entirely covered from sight. The vessel was consigned to John A. Gambrei, of 104 Wall street; the cargo, waich was value at \$3,000, was consigned to John Dearborn, of Nos. 4 and and was valued by her owners at \$5,000. No insurance Captain Low still remains on the beach, there to awai

some hopes of getting the vessel off, but it is the opi nion of all here that the task cannot be accomplished. Next in order comes the SCHOONER ECHO. of New York, and commanded by Captain Mason Couck itn. This vessel is about 200 tons burthen, and salled from Baltimore for New York, with a cargo of coal the late gales from the porthwest, and was driven, in helpless state, to sea. In the storm the mainsail and the vessel was headed for shore, and while in this orippled condition the easterly gale of last Saturday night overtook them. The crew battled manfully wit the winds and waves, but it was all in vain. Gradually she kept edging towards the shore, and about 4 o'clock on Sunday morning it was apparent to all that their Coom was settled. The roaring breakers of Long Beach close under their lee, making night day with their bright Sashing spray, was a fearful warning of the fat Hurriedly she dashed into the seething waters, and in a few seconds was washed for and aft with the sea, as she lay a beloiess victim to it fury. The crew sprang into the rigging-the last re sort for life-and calmly awaited the moment when the vessel's breaking up would give them an opportunity of being drifted ashore on the spars or timbers of the wreck. But they waited in vain. Hour after hour passed away, and even daylight came with no prospec of succer. The cold was intense, and all the seamen were more or less benumbed with the cold. At day the cook was missing. He could not be seen anywhere and it is presumed he must have fallen off the rigging or have been swept overboard when the vessel struck t bar. Seven, eight, nine, ten and even eleven o'clock, ar rived, but no signs of s\_ tance could be discovered by the unfortunate men. . near situation at this time may be batter imagined than described. Seven hours spen in hanging to the bare rigging, with the ses at times make ing a clean breach over them, must have tried their streng h and tenacity of life to a fearful extent. About 11 o'clock, Capt Jennings discovered the position of th unfortunate men as they still burg chinging to the rig who arrived at the scene of disaster (distancesiz miles) about 12% o'clock, P. M. The wreck then lay about 75

men went home to-day, in order to convey the intelli-

gence of the wreck to the owners. Captain Low ha

very high at the time, the wreckers momentarily expected to see some of the poor fellows washed off before the life saving apparatus could be procured for their relief. But life was sweet to those poor men, and they maxfully held on by their arms, for their hands were frozen and entirely useless, until the arrangements for their deliverance had been completed. The mortar was procured from station house Ne. 15, and the line being attached to the ball, the piece of ordnance was fred off towards the schooner; but, alas! the wire was rusted so badly that it snapped in two like a reed, and the ball fell into he water a short distance between the wreck and the shore. Another attempt was made to shoot the line to to the schooner, which resulted to the entire satisfaction of all concerned. The ball was thrown across the bowof the vessel, and the line alighting on deck was eagerly grasped by those on board and made tast to the rigging A hawser was then attached to the line by those on shore, and after a great deal of labor it was dragged through the surf and properly secured on beard the schooner. It was then fastened to a stake on shore, and being made as taut as circumstances would per-mit, a small lifeboat was slung on it and dragged to the wreck by those on board. Into this the shipwrecked sailors crawed, and as they suc-ceeded, one by one, in reaching the boat, a a cheer for their deliverance arose from those standing on the neignboring shore. The situation of these men had been viewed by the residents of the shore for miles above and below the scene of the incident, who, with they hung, in the struggle of death, to the frall rigging of the ill fated vessel. Captain Conklin had his arm fractured in the crash that ensued on the vessel's striking the beach, and was also severely frostbit en. Several of much affected with the cold that they had to be carried to the station house, and there restored to their forme activity and life. Captain Conklin was at the he when the schooner beached, and in the shock the yawt soat, which hung at the stern davits, was thrown vio lently upon the wheel, breaking the steersman's arm in two places, and producing a painful wound. The Esho went ashore opposite the house of Mr. Henry Stevens from whence assistance was rendered to those who ha met with so dire a misfortune. The vessel less buried is the sand on the outer bar, and will prove a total loss. The cargo cannot be saved. It is understood here tha

THE KONG THRYM Will become a total loss. The gale of Saturday las has driven her over on her beam ends, and now her spers are buried in the sand some fifteen feet deep. Mr. yesterday, and reported having left her in a very bad condition. It was feared she would go to pieces on the night of the late gale, so the crew abandoned the vesse and went ashore. The greater part of her cargo has already been landed on the beach, and, if the weather continues five, probably the entire will be saved. There is a lighter and a wrecking schooner in readiness along-side of her, and, by means of these crafes, the brandles and wines, with which the brig is loaded will soon be safely stowed away on shore. The Kong Thrym has worked over the bar, and now lies safe for the present, although but faint hopes are entertained for her ultimate

This vessel, respecting watch nothing definite has yet been ascertained, hes about three miles south of Captain Jermings' house, on Long Beach. It is presumed she came ashore about the same hour that the schooner Pa cific was wrecked, as the mate of the latter vessel says he saw a light a short distance below him, which appa rently proceeded from some vessel to close contiguity to seems as though she bad uplit in two, from stem to stern and then was cast upon the beach, within a few feet of where she struck. Nothing can be seen of the other side, not even the remotest part, which to say the least, is a very curious circums ance. The hull is painted black, with false port holes. The figure bead is plate, and is painted yellow and white. A large hele has been cut in carried, but nothing was visible inside except a few pine bushes, which it is supposed had been used for dunnage. As no cargo of any kind has come ashore from this back, it is supposed by there who had an opportunity of in round from some Mediterranean port to New York, with a cargo of salt. As the salt would very naturally melt and wash in among the sand, it is not at all improbabl that the bark was loaded with this species of merchandise. The coast in the immediate vicinity of the stranger is strewn with fragments of masts, spars, rigging, As it lies on the beach, the following inscription in large gilt letters may be plainly distinguished:-

DUDUE DE BRAGANGA de LYA

The wreck and drift wood of the vessel were sold to-day by Berjamin I amson, for \$53. There is a large heap of rigging, tackle, &c., yet to be disposed of at auction-it will probably bring about \$150. Up to the present n bodies have been discovered, although diligent search has been made for the dead by those residing on the island. However, as there was a strong current setting to the southward on the night of the mishap, it is not a all likely that any of the bodies would have been cas ashore in the neighborhood of the spot where the wreck ances, seems to have been about 450 tons burthen. was strongly built, being sheathed throughout with white oak planking, under which was a coat of cement thus protecting the timbers from all injury whill ecountering the dangers of the deep. A great deal interest is manifested here as to the mystery that sti surrounds the fate of this bark. At present nothing as t her ownership or halling place is known. It is supposed b many here that she might have been run into at sea, an being abandoned by the crew as unseaworthy, floated towards the beach, and was driven on shore by the gal of the 5th inst. As no clothing or papers belonging either to the crew or yessel have been discovered slong the beach, the supposition is entitled to some weight.

THE SCHOONER PACIFIC. Cap'. J. A. Miller, arrived at the teach yesterday, and about making arrangements for saving the cargo. The Pacific lies firmly imbedded in the sand, and is washed about the stern at high water. She is badly bilged, and has in all probability lost her keel. The stern post started, and her butts are all started. The sea seemed bave made a clean breach through her entire hold, as the cabin and forecastle partitions are entirely stove through the schooner is about 100 tons burthen, and was value. at \$5,000. She belonged to Barnes, Bateman & Rudde row, of No. 69 Beekman street. The carge, consisting of ar and turpentine, will be almost entirely saved About one hundred barrels are scattered along the beach but do not seem to have been damaged at all, except no one or two instances where the casks sursted. The car go was consigned to the owners of the vessel in New York. A protection paper, belonging to one of the sea men named Warren Spencer, of Hyde county, N. C., was found on the beach by Captain Jennings, as also a chro nometer and other articles of value belonging to the captain and crew of the vessel. None of the have yet been round.

THE CHARLES COLGATE.

The schooler Charles Colgate, from Baltimore for New York, with a cargo of corn and sundries, went ashoreat Absecom Beach on Sunday morning last. The vessel is total loss, being badly bilged and comple ely filled with water. The cargo, which is valued at \$5,060, will be saved in part. The Charles Colgate was a new schooner

STATEMENT OF MR BPJAMIN SMITH, RESPER OF THE On the morning of Thursday, the 10th instant, when

and was valued at \$10,000.

the ship Stingray and pilot boat E. K. Cellius came the time. I suppose that the reason of their not seeing the light revolve was from the extreme condness of crust of ice on them. There was a store in the lantere

and took James Rush and the borles of Mr. R. B. Mitche and the cabin boy therefrom, are Ira Oakley, from Baoy len; Willett Smith, assistant keeper; Lecuard B Smith Electus Comfort, pilot; James Rosca, pilot. Benj. Smith lighthouse keeper; Smith Allerby, from Babylon; Jas. R. Murphy, pilot, satisfed in getting the beat off. The con

OUR PORT NEWS REPORTS.

BRITISH BRIG SABINA. The British brig Sabins, of Yarmouth, Nova Scotis from Palermo for Boston, 78 days out, was spoken on the 11th inst. by the steamship Ericsson. She had experienced very heavy weather, and had sprang her mainmast. Her mainyard and libboom were both gone, and she had also suffered severely in sails, and had four mon disabled. The Friesson supplied her with provisions, twine and needles, and remained close to them until the boat had reache

The British bark Netheron, from Bahia on the 5th inst. off Irelaware in a heavy gale, was hove on her beamends, but soon righted with the cabin and forecastle full of water. Next day, off Delaware, eaw a brig with sigpai of distress flying, but could not get near enough to ascertain who she was. On the 8th inst. Highlints Light bearing N. N. W. 60 miles, passed a bark with

PORTUGUESE BRIG LOUTRA.

mainmast gone by the deck.

there since Sunday morning.

The Portuguese brig Loutra experienced very heavy weather. Fore topgallant mast, flying jibboom and all sail lost; was taken in tow yesterday, 15th, 35 miles S. S. E. of the Highlands (baving a signal of distress flying) by steam tug Huntress, Captain Moneil, and brought to the

On the afternoon of the 14th inst. no inquest had bee seld over those belonging to the pilot boat E. K. Collins who perished at Fire Island. The Coroner had not bee

WRECKING SCHOONER HENRY W. JOHNSON. Wrecking schooner Henry W. Johnson, which, per letter to the Board of Underwriters, was on her way to this city from Fire Island, on Saturday night last ar-zived safe, after a very rapid run of four hours. She had the gale nearly all the way, and when running

before it under her storm jtb, the swinging jibboom, attached to the foot of the jib (thirty-five feet long and seven inches in diameter) was broken short off; she then

Collyer for Johnson & Higgins, insurance brokers, was constructed expressly for the business of wrecking, and has lately performed some rare exploits in all sorts of heavy weather. In the gale from the northwest, on Wednesday, 9th inst., she came in from Little Egg Har-bor, when about sixty sail of different classed vessels clipper schooner, and was built in the best style of art of which her celebrated builders were capable. She combines the beauty and symmetry of a yacht with the staunchness and durability of a trading vessel; and in fleetness and general sailing qualities, is probably not excelled by any. Such vessels are much needed in wrecking operations. Her force in sailing is on the

The schooner Echo, of New York, loaded with coal, probably from Philadelphia, is ashore at Long Brauch,

posed to be the John R. Rotche, Captain Clock, is mos likely the schooner Rio Grande, Captain Morton, from Virginia, with oysters, before reported as having ground ed on Sunday morning, the 13th inst. It was rumore

Captain Bourne, the general agent of the underwriters went down yesterday in the steam tug Achilles to the bark John Farnum, ashore two miles below Squam Beach Before returning he will run along the Jersey coast, and

LOSS OF SCHOONER ELLEN AT SEA. The schooner Ellen, Capt. Rogers, from Buton, about ovember, 11 for Marseilles. was fallen in with on the 22d of November, in latitude 42 18, lengitude 52 33, and beog in a sinking condition, Capt. R. and her crew, six in the ship Geo. Tarner, of Portland, and carried to Hayre.

THE DISASTER TO THE SHIP ISAAC ALLER TON AND THE BRIG GAZELLE.

BERMUDA, Dec. 27, 1355. FR-We wrote you a few days since per packet via Halifur. The Isaac Allerton has lost the head of her

mainmost, sprung foremast, and also lost other spars, with many of her sails, and leaks badly. A survey has been held, and the surveyor an abandonment of the vessel, as it would cost too much

rargo to lighten the ship, and will either tranship or sell about 300 tons, and wait further orders. We have offered about 500 tons to her Majesty's government, at 40s. sterling per ton, and we have every reason to be lieve they will purchase. Finding the disabled state of the vessel, we applied to

the British Admiral for a steamer, who promptly sent one out, and by which means she was towed to the naval anchorage at Ireland Island. In consideration of the J A.'s beavy draught of water, of her having on a former occasion grounded and remained ashore some day whilst entering the port of St. Georges, and the heavy ex pense of landing the cargo, which must have been done had she attempted to go in there, and of the favorable opportunity we should have in either re-shipping or disposing of the cargo to government by taking her where she now lies, the only place on the island where coal o that description is used, we recommended the captain to let the ship be towed to the naval yard.

with sugar, molasses and cocoa, is at Hamilton, also in distress. The vessel has been condemned as unsea worthy, is very leaky, and will be sold for benefit of all concerned. Her cargo of 100 puncheons molasses, 30 hogsheads sugar and 70 barrels cocoa, will be taken to New York J. A. M. & J. D. GILBERT, Agents for the ship

WRECKS ON THE SOUTH AMERICAN COAST. LOSS OF THE BRIG MAIDY, AND INJURY TO THE BARK W. A. BANGS AND SHIP ADRIATIC—AR-BIVALS AT MONTEVIDEO, FTC.

MONTEVIDEO, Dec. 28, 1866.

ELLWOOD WALTER, Esq., New York:—
DEAR SIR—My last respects were under date 22d ult., and the purport of the present is to inform you that the brig Maica, Brenholm, master, arrived off this port on the 27th uit., from Boston, with a cargo of ice, under the British flag), vessel and cargo American property) and on the 29th, during a hard gale from the southeast, he dragged upon the rocks, near the Mount Video bilged, and become a perfect wreck. The cargo of ice i totally lost. Seils, rigging, spars and hull have been sold at public auction—one third of the proceeds sub-ject to the order of the salvors, the balance for the cenefit of whom it may concern. The vessel and [cargo are fully insured in Boston, as I am informed by th

I have furthermore to state, that the bark W. A Banks, Bartlett, master, of Thomaston, sailed from Pon saco's, on or about the 28th of July last, with a cargo o ritch rize lumber, and after touching at Rio Janeiro she anchored on the 18th inst. abreast the Bucco, som two leagues from this city; and soon after, a heavy squall from the southwest caused her to drag her an an ignorant Italian pilot of this port, out away all three of his masts, and thus placed his vessel in a helples condition. Such an unnecessary destruction of property has never been witnessed before in this vicinity. With the wind at SW, she had a large range of drift, and as a last resort, having plenty of sea room, she could have slipped her cables and headed down the river again. Uncer these circumstances we are at a loss to account for each extraordinary proceedings. On the day following the 19th a steamer was sent to her assistance, and she was brought into port—bull and cargo unitipired, the still be spaired and rigged anew forthwith. We understand that said vessel is partially insured in New York.

The arrivals from the United States during the present month are:—Brig Warren Godoard, Philadelphia, barks fetres, and Hungarran, bark New York, St. Mary from Homburg; W. A. Bangs, Pensscola; Chenango, Baltimore; Mation Williamson, New York, Latter arrived yesterowy. Brig Fammel & Edward, Leating for New York, the Franklin, of Baltimore, discharging, will proceed in her voyage to Calentia in ten of fifteen days.

R. M. HAMILTON, Agent.

Nevember 6.—The vessel by which I send this naving been cetalnel, I embrace the circumstance to make to you the following report:—The ship Adriatic, of Bata, Jewett, master, 500 tons burthen, trom Boston, bound to

Buenos Ayres, with 600,000 feet pine iumocr and sun-tries, grounced on the English Bank on this moning (\*A.M.) of the 2d inst, and as soon as the dusator was made known I despatched some small craft down to see such tance, and having subsequently called upon Com-W. F. Lyrch, of the United states ship Germantown, for further sit, he immediately got the ship under way, and proceeded down the river. A Brazidian steamer of war went down on the 3d, and tendered mucu valuable as-istance, and returned to this p at on yestercay, and re-ported the ship to be still aground, but had received attile or no damage; and as they were lightening her test, there was every probability of getting her adoat. The steamer left the Germantown and several small craft near the ship.

New 7.—Nothing new from the Adriatic, but as the weather keeps moocrate, the chances of saving the ship are tayorable.

ROBT. M. HAMILTON, Agent.
P. S.—The Peruvian bark Carlos E. Henrique, Adam-, master, has put in here leaky, from Callio via Magellan Straite, said to be insured in Boston or New York. Ves-sei in ballast; was bound to Barcelons.

WRECKS IN MASSACHUISETTS RAY.

Straits, said to be insured in Boston or New York. Vessel in ballisst; was bound to Barcelona.

WRECKS IN MASSACHUSETTS BAY.

[From the Boston Journal, Jan. 14.]

The storm has probably been very severe on our coast, and the shipping has suffered extensively. The information we have gathered will be found below:—

The vessel reported yesterday ashore on Fawn Bar. Boston harbor, is the ship Irene, of New York, Captain Willian s, which sailed from Liverpool, Dec. 1, for Boston, with a general cargo of merchandise. She struck on Winthrop Bar at eight o'clock Sunday morning. The masts were cut away, and last evening she went ashore on Point Shirley beach, between the Revere Copper Works and the Head. She lies stem on, and can be got off with the assistance of a steam tug. There was about six feet of water in the hold. The crew were all saved. One man had his legs fractured by the falling of the masts.

The irene was built at Essex, Conn., in 1851; is 1,188 tons burthen, and is owned by Messes. Sturges, Clearman & Co., of this city.

Later accounts from the Irenefare not so encouraging as to the prospect of getting her off. This morning there was ten feet of water in her hold, and the tide obos and flows in her.

The underwriters have their agents near the wreck, and every exertion will be made to save the propect years of the Storm vesterday, shout one mile north of Scituate light. She went on at four o'clock in the morning. All the crew were saved. The vessel is full of water, ther captain furner, from Aux Cayes, via Newport, R. I., of and for Boston, went ashore at thy annis during the gale yesterday toreboon. The masts were out away. The vessel is full of water, there exists the substance of the ward bound vessels were known to be in

went ashore at dyannis during the gale yesterday forenoon. The masts were cut away. The vessel wid be got
off. Grew saved.

During the gale the wind was E, to N. N. E, and as
a number of inward bound vessels were known to be in
the bay and off Cape Cod, it is feared that all have not
secaped shipwreck. On Saturday afternoon, three ships,
one cark, and aix schooners, inward bound, were observed trem Highland light. It was probable that
some would succeed in getting into Provincetown.

Alessan, tarsey and l'ike report as chooner ashore on
Shag Rock, near the outer light; she is a complete
wreck, the sea washing entirely over her. All hands
probably lost.

This torenoon, portions of the wreck of the achooner
ashore on Shig Rock were seen drifting about the harbor, but nothing has yet been found to identify the
vessel.

TELEGRAPHIC.

LOSS OF SCHOONER LEWIS AND HER CREW—DISASTER TO SCHOONER SARAH A. HAMMOND AND BRIGALFARATIA.

The unknown versel which struck on Shag Rock, in Light House Channel, during the gule of Sunday last, is supposed to be the schooner Lewis, Crowell, from New York for Boston. All hands were drowned. She was in company, in the Bay, with the scooner Wolcott, from New York, which arrived below on Sunday morni-The papers of the Lewis, have been picked up in the

bey by a fisherman. Her loss, with all on board, is con-The schooner Sarah A. Hammon, Capt. Grass, from Ma-

aga, via St. Thomas, for New York, arrived at Newport, last evening, short of provisions, with damage to her salls, crew badly frozen, &c.

The brig Alfaratta, from Portland for Havana, on the 6th inst., in a gale, lest her foremast and main topmast. the put into Newport last evening. MORE DISABLED VESSELS

PROVINGETOWN, Jan. 10, 1856.

Arrivol, back Oriental, from Padang for Boston; she spoke, on the 1st of January, the bark Buckeye steering for New York, and leaking badly. On Jan. 8, sh saw three vessels crippled by loss of spars and sails. In the gale of the 18th inst., the Oriental had her fore and main topgallant mast cut away.

main topgallant mast cut away.

VESSELS AT NEWPORT IN DISTRESS.

Newport, R. I., Jan. 15, 1853,
The schoouer Cooper, from Norfolk for Camden, has
put in here, with loss of both accnors. Als the E. C.
Howard, Capitain Baker, from Galveston for New York;
ceke tadiy, has lost foreboom and sails, and her deep
swept. She will remain for repairs. A pitot bust in the
fling loss a wreck in tow, apparently a hermaphrodite
brig. They will be in probably by sundown.

Philadelphia, Jan. 15—17. M. Schooner Cosmopolite, Shacler, from Philadelphia, about Lee. 22, bound to Mobile, is reported as having been blown ashore night of 6th inst., off Hatteras. No further particulars given.

UNITED STATES DISTRICT COURT. FIFTH DAY—TESTIMONY FOR THE DEFENCE.

JAN. 15.—The United States vs. Manuel Echeveria.

Frye was called by the defence, and deposed that he has been a merchant in the African trade for 25 years; his him was formerly P. J. Farnham & Co.; the nature of the trade is sending off merchandise and bringing off pro cuce: we send clothing, provisions, coston goods, cut lery, liquors, powder, muskets and a variety of other ar ticles, to eat, drink and use; we get ivory, copal, peanuts pairs oil camwood and hides; there are many vessel whiskey is sent; I have sent empty barrels—not to any

whiskey is sent; I have sent empty barreis—not to any great extent; I don't know for what purpose the caulorons were sent; I do not know whether they are for paim oil; they are not fit for cooking; there was not an atticle named but what I would send.

Oross-examined—I have trade is from Algiers to the Red Sea; I have not traded to Congo; I have traded to Ambirze; I don't remember such a place as Rit Archa; I have traded to Sierra Leone; I know there is an Admiralty Court for vessels being engaged in the slave trade; I have had a vessel seized, but not condemned; the rice, if boiled, would not come out; I do not know what the fittings up of slave vessels are; I don't know who a trading piace as Ambrize; I never ran a vessel up that river; I have received \$0.6,000 for the illegal seizure of a vessel by a British men-of-war; I have taken passengers of varitus descriptions; I don't know Mr. Berriz.

Thes. Small, deposed—I am a hide and leather dealer, in Ferry street; I used to be in the shipping trade, eight or ten years; we used to hip rum, po-der, naval stores, domestic goods; we used to import hides; there were not a great many vessels in the trade; it has considerably increased; we did not carry many passengers; we used to ship cargo similar to that described as on the Mary Jane Peck, with the exception of the empty casks.

Cross-examined—I sold out about 1845, and kept nominally in the concern for six years; I discontinued to 1862; I don't know who is in the trade now.

Issae B. Gager—Is a ship broker, for eleven years; I have chartered a good many vessels for the coast of Africa, and occasionally brought cargoes; the trade has been much increasing for the last few years; such cargoes as that described in the Mary Jane Peck are sent every day in the year; the rum puncheons are usually sent in snocks; powder is sent; rice is to sell and trade; these cauldrous are common matters of export for paim oil; and passengers, Spanish, Portug-eee and others, being taken.

these cauldrons are common matters of export for paum oil; and passengers, Spanish, Portuguese and others, being taken.

Cross-examined—I am not in the trade; the cargoes I have shipped for Joseph R. Brown; I have chartered for McChado. McCracken, for Goodhue & Co.
Heery K. Ingalls, merchant, gave similar testimony.

Meiancthon M. Freeman—Knows the African trade; have known it for seven years; this is a general cargo; shooks are for bringing out paim oil.

Cross-examined.—I have shipped cargoes within the last two years; we have had the Stephen H. Townsend; I know those in the African trade; they are Mr. Machado, Mr. Riguanero, Mr. Ware, Mr. Faber, Mr. Frye, Mr. In galls; I don't know about Mr. Lasala, nor Aguerre and Galway, nor Valentine; Yates & Porterfield are in the trade, and R. H. Mumford & Brothers. I see nothing on the manifest of the Mary Jone Peck but the usual cargo; we have shipped rum; we have sent in a single vessel nearly 200 puncheous; they are for pelm oil and purposes of trade; they are articus used on the ocast for palm oil.

R chard P. H. Abell.—I am in the flour and commission trace; Mr. Van Boskirk is sick; ne sold this bill; this is a bill of whiskey we sent empty whiskey barrels; they went by a lighter; the whiskey was sent to the Mary Jane Feck at pier 5 East river; whiskey was sorty per cent above proof.

Egbert Rider—I know Mr. Echeveria; I am a cartman;

shove proof.

Figbert Rider—I know Mr. Echeveria; I am a cartman

above proof.

Fighert Rider—I know Mr. Echeveria; I am a cartman; I have been in the habit of carting for him for three years; I remember the Mary Jane Peck; she laid between the Battery and Coenties slip; I carted goods there; I carted some rice from the rice mills, rising thirty casks; also, tobacco, over one hundred bales, and some other cases and baies.

John C. Stocker recalled—Mr. Andrew Echeveria was the brother of Mr. Echeveria, the defendant; he is in spain; he leftsome time after the vessel about a month or two; Le has not returned, he is in Madrid.

Cross-scammed—He is in correspondence with his prother; it takes about a month to correspond.

Me. Lowesthall residue.—The punchooms are now eare older between fealings and the formach; I make parcheoms or barries.

And the secondary of the first point of the make have been supported by the content of the seal have been supported by the content of the seal have already. He then proceeded the seal have been supported by the seal have been sup

an indictment.

The court then adjourned to Weinesday morning, when Mr. Jeeclimsen, Assistant aired States District Attorney, will sum up on the part of the government.

We are happy to make the following correct record

recent very interesting coremony:-Married.—On Saturday, January 5, at Weldon, N. C., by the Rev. Mr. Rames, Dr. Solomon Andrews Jr., of Per'h Ambey, N. J., to Miss Josephine M. Bunkley, of

Norfolk, Va.

Miss Bunkley will be remembered as the novice who eccared from the St. Joseph's Convent, Emmetsburg, Maryland, and afterwards wrote a book on the subject.

Maryland, and afterwards wrote a book on the subject.

From Havre, in steamship Ericeson—B F Brown, B Kirby and servant, F Percy, D Haas, Mrs Wotherdy and son, Capt AB Mulford, Capt A Eigers Madame Feste, J Houveade, Miss Breurende B Warrengolb, G Frawn, W W Smith, P Schoon, J B Western, Mainniwski, R steindag, I. Stutes, J McAvsy, I. Brandrea C Macumbres, Max Zorer, G Outwald, A Pegins, L De Woite.

From Savannah in steamship Alabama—Mr and Mrs W M Barron, Capt Hareston, USN, E if Bounedy, John Shirlock, T Torthon, Capt John Dunley and lady, Capt Edward Force, and 7 in the Feterbac.

American Politics.

MENTING OF LIVE OAK CLUB NO. 6-SIZE OF

Live Oak Club No. 6 held its second meeting at Flo rence Hotel, corner of Broadway and Walker street, last evening. Dr. H. B. Kirkham, the President, took the chair at 7% o'clock. The constitution was then read

Feery citizen of the United States, of age, triendly to the favorable success of the American candidate at the next Presidential science, by the election of George Law to the Presidential science, it he is waiting to pledge his word of horor to act in this with the citiz, and to previous political sentiments, and the sentence of the control of the c

when he had finished Mr. SURSER was introduced. He said: Gentlem: n—I am one of the numerous individuals that reed and believe in the Herald. I believe in the politically, especially in a Presidential matter. I read it is 1840, and I voted to Harrison. He was exceted, iditted for that I 1844, when it next, for Polk, and he was elected. In 1848 went with it for Taylor. Come in again. And in 1852, when it went for Fiston, I was in again a winner. And, gentlemen, when the Harring in a winner of the next Presidential Deroy, I believed it, though many declared it was a joke; and now I am quite well assistance, that the joke will be a serious one. I believe the Harring will be a serious one. I believe the Harring will have a large in a Presidential fight. That old campaguer, Mr. Bennett, sought political battles in General Jackson's early start, 30 years ago, and his knowledge of men and parties beats any man in the latted states. When the Harring tool its readers, a year go, that Peonsylvania had led off for George Law in 1850, as she can for General Jackson in 1824, and published correspondence between Mr. Law and the committee of the Pynnsylvania togicalture, I would like to

Drake.

The form of mangurating a member is very simple, and The form of mangurating a member is very easily, is as follows:

By this Principant—Are you willing to promise, upon your word of honor as a man, that you wil do all in your power to promote the elevation of George Law to the Presidency, by all honorable means:

"I am," is the candinate's reply.

Principant—Enough. You will now sign the basis of this presidency.

Af er which the President, with a live oak leaf in his hand, ears:— 'With this embient, which I now place ever your heart, I pronounce you a member of Live Oak Cub No. 6."

City Politics.

Young Men's democratic soft shell general, committee for 1856.

This body held a mee ing, for the purpose of organizing, &c., on Monday evening, at Tammany Hall. There was a very full attendance, and much interest manifested among members and outsiders, as this committee will possess considerable influence in the next Presidential companient. The meeting was called to order by H.P. Can, who was appointed temporary Chairman. Seronal wards were contested, and the Fisteber nicket was admitted in the Third ward, the Delayan ticket in the highth ward, and the Wood ticket in the Nineteenth ward. The committee then proceeded to bailot for permanent officers, which resulted as follows:—oi. R. Noble, Chairman, Paugias Taylor, J. J. Reily, vice Chairmen, Edwin Simpson, Robert Grant, Secretaries; H. T., Can, Tressaner, Stephen thelly, Sergeant at Arms